(b) whether the Railways had procured foreign exchange at market exchange rate to meet the resources;

(c) if so, the likely additional burden on Indian railways;

(d) the manner in which the railways propose 10 met the financial obligations in view of decline budgetary support and limited reliance on market borrowings; and

(e) if so, the details thereof?

THB MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) To creat infrastructure capacity to meet revenue traffic targets set up for the year. Gauge conversion and electrification are some of the thrustareas.

(b) and (c) Railways have to procure foreign exchange at market rale to meet the cost of imports. The fact that foreign exchange is available only at market determined exchane rate had been taken care of in the Budget Estimates and hence the question of additional burden on this account does not arise.

(d) and (e) By increasing productivity and adopting economy measures.

Victimisation of representatives of Km la Car Shed

4025. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been severe allegation of corruption/ mismanagement/victimisation of labour representatives in Kurla Car Shed of Central Railway;

(b) whether it is a fact that the local C. I. D. branch of the Police have instituted an enquiry in the charges levied against the officials;

(c) whether it is a fact that a Semi Supervisory post holder who have only year to retire, has been transferred and given a job of driver despite having adequate number of drivers on payroll, who remain absent regularly;

(d) whether Railway Vigilance Branch has made any enquiries on the allegation, if so, the outcome of the enquiry; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c) No, Sir.

(d) and (e) Railway's Vigilance branch is investigating into the complaint of one supervisor regarding his transfer from Jhansi to Kurla Car Shed.

FourLaning of National Highways in Gujarat

4026. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of„ SURFACE TRANSPORT be pleased to state:

(a) what are the details of the National Highways in various States specially in Gujarat State which are proposed to be converted into fourlaned roads during the year 1994-95;

(b) what is the amount fixed for this purpose; and

(c) what policy/criterion is adopted to select the national highways for conversion into fourlaning?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) The basic criterion for fourlaning of National Highways is when daily traffic volume exceeds 15,000 passenger car units (PCU). A length of 657 kms of National Highways at an estimated cost of Rs. 1031 crores is planned for fourlaning during the Eighth Plan period. However, actual expenditure will depend upon availability of funds. Fourlaning of certain stretches of National Highway Nos. 1, 2, 3, 5, 7, 8, 8A, 8C, 45 & 47 totalling to 870 kms. are at present under construction. Out of these, following stretches are in Gujarat:—

i) 53 km on Ahmedabad-Surat Section of NH8;

ii) 16 km on Ahmedabad-Kandla Section of NH8A; and

iii) 18 km on Chiloda-Sarkhej Section ofNH8C.

Import of Equipments by Ship Building Industry

4027. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of SUR FACE TRANSPORT be pleased to state:

(a) whether the ship building industry in the country is basically an assembly industry as most of the items of equipment and machinery are imported;